

U.S. Department  
of Transportation

## COMMANDER, FIFTH COAST GUARD DISTRICT

AIDS TO NAVIGATION BRANCH  
FEDERAL BUILDING, 431 CRAWFORD STREET  
PORTSMOUTH, VIRGINIA 23704-5004 United States  
PHONE: (757) 398-6486 FAX: (757) 398-6334 Coast Guard  
OFFICE HOURS: 8:00 AM TO 4:00 PM (MONDAY-FRIDAY)

## LOCAL NOTICE TO MARINERS

Coastal Waters from Little River Inlet, South Carolina to Shrewsbury River, New Jersey

## MONTHLY EDITION

## BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to  
TO SUBSCRIBE, CHANGE ADDRESS OR BE  
the Mariner, and promulgated by the following broadcasts, has  
REMOVED FROM MAILING LIST CALL (757) 398-6367  
been incorporated in this notice when still significant:

- CCGD5 (D5) BNM 0138-97 TO 0145-97
- GROUP PHILADELPHIA (PH) BNM 0157-97 TO 0197-97
- GROUP CAPE MAY (CM) BNM 0184-97 TO 0197-97 Electronic bulletin board  
Service: (703) 313-5910
- ACTIVITY BALTIMORE (BA) BNM 0306-97 TO 0328-97 4300 to 28.8 bps, 8 data  
bits, no parity, 1 stop bit
- GROUP EASTERN SHORE (ES) BNM 0085-97 TO 0088-97 NIS watchstander, 24  
hours a day: (703) 313-5900
- GROUP HAMPTON ROADS (HR) BNM 0402-97 TO 0440-97 Also available at the  
Internet Address:
- GROUP CAPE HATTERAS (CH) BNM 0141-97 TO 0157-97  
[HTTP://www.navcen.uscg.mil](http://www.navcen.uscg.mil) OR: <ftp://ftp.navcen.uscg.mil>
- GROUP FORT MACON (FM) BNM 0260-97 TO 0280-97

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in  
the

immediate vicinity. Mariners should proceed with caution.

REFERENCES: Light List, Vol. II, Atlantic and Gulf Coasts, 1996 Edition (COMDTPUB  
P16502.2).

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (33<sup>rd</sup> Edition).

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (31<sup>st</sup> Edition).

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## **REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT**

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## **USE OF THE LOCAL NOTICE TO MARINERS**

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

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## ***I SPECIAL NOTICE***

## **DGPS INFORMATION**

The GLOBAL POSITIONING SYSTEM has reached initial operational capability. What this means to the GPS user is discussed in U.S. FEDERAL REGISTER DOCUMENT 94-6873, VOL 59, # 56. For further information, GPS users are encouraged to contact the GPS INFORMATION CENTER at (703) 313-5900 24 hours daily or the computer bulletin board service at (703) 313-5910. GPS status as of March 31, 1994. The GPS constellation consist of 26 satellites. Current status of DGPS broadcasts may be obtained from the Coast Guard GPS Information Center (GPSIC) at (703) 313-5900.

LNM 15 (CG5) 12 April 1994

## **DISCREPANCY REPORTS OF THE MARINE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)**

The U. S. Coast Guard is in the Initial Operational Capability (IOC) Phase of the Marine Differential GPS Service. During IOC, the DGPS Service is available for positioning and navigation. However, users are always cautioned to use all available navigational tools to ensure proper evaluation of positioning solution. During this IOC Phase, system, validation tests are being conducted, procurement and installation of the next generation of transmitters are being pursued, the control station software is being upgraded, and other problem identified during the pre-operational and IOC Phases are being resolved.

To facilitate the evaluation and developement of the final DGPS Service, Reports of DGPS discrepancies are highly beneficial. To ensure timely and complete information, users discrepancy reports are required in the following format:

## ***DGPS USER DISCREPANCY REPORT***

### **DATE:**

REPORTING SOURCE:

REPORTING SOURCE PHONE NUMBER (DAY/NIGHT):

REPORTING SOURCE POSITION:      N/S              W/E

**GENERAL GEOGRAPHIC LOCATION:**

DATE/TIME OF EVENT:

DURATION OF THE OCCURRENCE:

REPORTING SOURCE ACTIVITY:

ENVIRONMENTAL CONDITIONS (WX):

BEARING AND RANGE TO ELECTRICAL STORM:    T/    NM

DGPS BROADCAST SITE IN USE:

TYPE OF DGPS RECEIVER USED:

PROBLEM DGPS RECEIVER INDICATED:

OTHER RECEIVER INDICATIONS:

DGPS PEACON SIGNAL STRENGTH OBSERVED:

DGPS PEACON SIGNAL TO NOISE RATIO OBSERVED:

USER DGPS RECEIVER OPERATES CORRECTLY WITH OTHER DGPS SITE(S): Y/N

DOES RECEIVER FUNCTION PROPERLY IN GPS MODE OF OPERATION COMMENTS:

THIS INFORMATION CAN BE SENT THE FOLLOWING WAYS:

VIA MAIL TO:

COMMANDING OFFICER/NIS

7323 TELEGRAPH RD  
ALEXANDRIA, VA 22315-3998

**VIA MESSAGE TO:**

COGARD NAVCEN ALEXANDRIA VA//NIS//

VIA FAX:

(703) 313-5920

**VIA INTERNET**

E-MAIL TO: NISWS@SMTP.NAVCEN.USCG.MIL

OR BY CALLING THE NIS WATCHSTANDER AT:

**(703) 313-5900**

For current status of DGPS Broadcast Sites or if you require addition information contact the NIS Watchstander at (703) 313-5900. The NIS Computer Bulletin Board may be accessed at (703) 313-5910 (300-14400BPS), Communication parameters are 8 DATA BITS, 1 STOP BIT AND NO PARITY. Internet WWW.NAVEN.USCG.MIL.

LNM 09 (CG5) 04 March 1997

## **NATIONAL TRANSPORTATION SAFETY BOARD ON GPS**

The National Transportation Safety Board (NTSB) has issued an Urgent Class I Recommendation to the U.S. Coast Guard following the grounding of a cruise ship. The recommendation included a request to advise mariners of the possible safety problems associated with Global Positioning System (GPS) receivers which automatically revert to dead reckoning (DR) tracking when satellite fixes are not received for a period of time.

In the case prompting this advisory, it is believed a cruise ship ran aground due to an antenna failure resulting in the loss of satellite

signals. This reverted the GPS to using positions based on DR tracking as input to the autopilot. Alarms indicating the receiver was in the DR mode were not heard nor detected visually, which led to a course error of 14 nautical miles. This casualty was preventable by personnel.

Vessel operators are advised of this circumstance and are urged to review the design of their bridge systems to identify potential system and operational failure modes that might result in undetected changes to the autopilot function and develop modifications as required. Additionally, bridge officers are reminded not to rely on any single aid to navigation, but to use all navigation resources at hand.

## **AVAILABILITY OF NAUTICAL CHART CORRECTION SUMMARIES**

Summaries of chart corrections are currently available summarizing corrections previously published in the Coast Guard Local Notice to Mariners. Ask by chart number for summaries available for charts having been published since LNM 34/90 THRU 20/97. As a general rule, all charts having been published referencing North American Datum 1983 are included in this time frame. These summaries only contain corrections published in the Coast Guard Local Notice to Mariners for the Fifth Coast Guard District. To receive chart summaries write/phone the address/phone number on the cover of this Local Notice.

## **AVAILABILITY OF LIGHT LIST CORRECTION SUMMARIES**

A summary of corrections to the Light List, Vol. II, Atlantic and Gulf Coasts, 1996 Edition (COMDTPUB P16502.2) is currently available summarizing corrections previously published in the Coast Guard Local Notice to Mariners. To receive the Light List summary write/phone the address/phone number on the cover of this Local Notice.

## **LATEST EDITIONS FOR NAUTICAL CHARTS AND PRICE GUIDE**

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 1997, published by the National Ocean Service, is available for issue. It may be obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD 20737-1199. This is a quarterly publication listing the most recent editions of nautical charts, bathymetric maps, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and prices of each.

LNM 09 (CG5) 04 March 1997

## **NATIONAL OCEAN SERVICE - CHARTS, PUBLICATIONS, AND TABLES**

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

LNM 01 (CG5) 02 January 1990

## **1996 TIDE TABLES, TIDAL CURRENT TABLES**

National Ocean Service is no longer printing or distributing the Tide Table and Tidal Current Tables. As of this date, two publishing firms are printing complete 1996 East and West Coast Tide and Tidal Current Predictions for U. S. ports and coastal areas.

Tide and Current Tables for 1996 are being printed by the International Marine Division of the McGraw-Hill Companies from original NOS manuscripts. Tide and Current Tables for 1996 are also being printed by Thomas Reed Publications in Reed's traditional format from original NOS data files. These products may be obtained in local stores that carry these products or directly from the publishing firms. For International Marine, call 1-800-822-8158. For Thomas Reed, call 1-800-995-4995.

## **RADIO CHECKS ON CHANNEL 16 (156.8 MHZ)**

As of 25 January 1985, Federal Communications Commission (FCC) Report and Order 84-478 prohibits routine radio checks with the Coast Guard on Channel 16 (156.8MHZ). "FCC regulations prohibit radio checks with the Coast Guard on Channel 16 (156.8MHZ), except when conducted by FCC representatives, qualified radio technicians installing or repairing equipment, or when requested by the Coast Guard."

LNM 01 (CG5) 02 January 1990

## **CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

LNM 01 (CG5) 02 January 1990

## **PRIVATE AIDS TO NAVIGATION**

### **Authority: Title 33, Code of Federal Regulations, Part 66**

Coast Guard Approval: No person, public body, or instrumentality not under the control of the Coast Guard, exclusive of the Armed Forces, shall establish, erect, or maintain in the navigable waters of the United States any aid to maritime navigation, without first obtaining permission to do so from the Coast Guard, nor shall any person, public body, or instrumentality change, move, discontinue or transfer ownership of any private aid to navigation so authorized without first obtaining permission to do so from the Coast Guard. Private aids to navigation shall be maintained in proper operating condition, and are subject to Coast Guard inspection at any time without prior notice.

Application Procedures: Application to establish and maintain Private aids to navigation shall be made to the Commander, Fifth Coast Guard District (oan). Application forms (CG-2554) will be provided upon request. The applicant will complete all appropriate parts of the form and return it to the District Commander.

Corps of Engineers Approval: Before any private aid to navigation consisting of a fixed structure, or buoy for any purpose, is placed in the navigable waters of the United States, authorization to erect such a structure or establish such a buoy shall also be obtained from the District Engineer, U.S. Army Corps of Engineers in whose district the aid will be located. Cautionary Note: Prior to the placement of any structures in the waterway to support an aid to navigation, local authorities should be contacted to ensure their requirements are met.

Protection of Private Aids: Private aids to navigation lawfully maintained are entitled to the same protection against interference or obstruction as is afforded by law to Coast Guard aids to navigation. If interference or obstruction occurs, a prompt report containing all the evidence available should be made to the Fifth Coast Guard District, and any person obstructing or interfering with an authorized private aid to navigation shall be deemed guilty of a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

LNM 01 (CG5) 02 January 1990

## **BRIDGE-TO-BRIDGE RADIOTELEPHONE PROCEDURES**

Federal Regulations regarding the Bridge-to-Bridge Radiotelephone Act are issued in Title 33, Code of Federal Regulations (CFR), Part 26 and 47 CFR, Articles 83.251 and 893.701. Briefly, these regulations provide that all vessels: 1) 300 gross tons and over, 2) 100 gross tons and over carrying passengers for hire, or 3) 26 feet in length or more engaged in towing, must maintain a continuous watch on VHF-FM Channel 13 (156.650 MHz) for exchange of navigational safety information such as in passing situations. Vessels required to have Channel 13 must guard this channel full time while upon those waters governed by the navigation rules for harbors, rivers and inland waters. The use of Bridge-to-Bridge radiotelephone contributes significantly to navigation safety. Communications on Channel 13 relating to matters other than safety of navigation are prohibited and violators are subject to being cited and possibly fined. Use it, but use it properly.

LNM 01 (CG5) 02 January 1990

## **NEW EDITION OF THE COAST PILOT**

PUBLICATION—National Ocean Service—U.S Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry, 1997 (33<sup>rd</sup>) Edition, is ready for issue and may be obtained from:

Distribution Division N/ACC33,  
National Ocean Service,  
6501 Lafayette Avenue,  
Riverdale, MD 20737-1199,

and authorized sales agents of the National Ocean Service. Price \$20.00. The 1997 Edition cancels the preceding 1995 Edition. All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition. Mariners are advised that a convenient "RECORD OF CHANGES" form is now available on page V of this book. All future Notice to mariners Coast Pilot changes will be serially numbered (i.e., Change No. 1, Change No. 2, ect.) to assist you in tracking the changes.

Note: The cover and title page of the 1997 Edition should read Sandy Hook to Cape Henry.

## **NEW EDITION OF THE COAST PILOT**

PUBLICATION—National Ocean Service—U.S Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 1996 (31<sup>st</sup>) Edition, is ready for issue and may be obtained from:

Distribution Division N/ACC33,  
National Ocean Service,  
6501 Lafayette Avenue,  
Riverdale, MD 20737-1199,

and authorized sales agents of the National Ocean Service. Price \$20.00. The 1996 Edition cancels the preceding 1994 Edition. All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition. Mariners are advised that a convenient "RECORD OF CHANGES" form is now available on page V of this book. All future Notice to mariners Coast Pilot changes will be serially numbered (i.e., Change No. 1, Change No. 2, ect.) to assist you in tracking the changes.

#### WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - TANGIER SOUND - NANTICOKE RIVER

The Fifth Coast Guard District, Portsmouth Virginia is conducting a Waterways Analysis Management System (WAMS) survey of the Nanticoke Rivers. The WAMS system was developed to determine the navigational needs of the users of specific waterways, the adequacy of the navigational aids currently in place, and to solicit suggestions to improve navigation in these regions. The WAMS will be used in determining the future funding and resources for this region. Mariners are encouraged to contribute to this analysis by providing comments or suggestions relating to the navigational system, or waterway. Problems relating to the location of buoys, range lights, anchorages, repair response times, etc. in the Nanticoke River, Nanticoke Cut, Nanticoke East Channel, Bivalve Channel, Board Creek may be addressed to:

Officer in Charge  
USCGC CHOCKBERRY(WLI 65304)  
810 Norris Harbor Drive  
Crisfield, MD 21817-1656  
Attn: BMC S. B. Hearn

Comments should be received before 1 August 1997

For more information concerning this WAMS project contact BMC S.B. Hearn at (410) 968-0971.

#### WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - CHESAPEAKE BAY - SMITH ISLAND

The Fifth Coast Guard District, Portsmouth Virginia is conducting a Waterways Analysis Management System (WAMS) survey of the Smith Island. The WAMS system was developed to determine the navigational needs of the users of specific waterways, the adequacy of the navigational aids currently in place, and to solicit suggestions to improve navigation in these regions. The WAMS will be used in determining the future funding and resources for this region. Mariners are encouraged to contribute to this analysis by providing comments or suggestions relating to the navigational system, or waterway. Problems relating to the location of buoys, range lights, anchorages, repair response times, etc. in the Big Thorofare Channel, Tyler Creek and Tylerton Harbor, Sheep Pen Gut, Smith Island West side may be addressed to:

Officer in Charge  
USCGC CHOCKBERRY(WLI 65304)  
810 Norris Harbor Drive  
Crisfield, MD 21817-1656  
Attn: BMC S. B. Hearn

Comments should be received before 1 August 1997

For more information concerning this WAMS project contact BMC S.B. Hearn at (410) 968-0971.

#### WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) - MD - CHESAPEAKE BAY - MIDDLE CHESAPEAKE BAY TRIBUTARIES

The Fifth Coast Guard District, Portsmouth Virginia is conducting a Waterways Analysis Management System (WAMS) survey of the Middle Chesapeake Bay Tributaries. The WAMS system was developed to determine the navigational needs of the users of specific waterways, the adequacy of the navigational aids currently in place, and to solicit suggestions to improve navigation in these regions. The WAMS will

be used in determining the future funding and resources for this region. Mariners are encouraged to contribute to this analysis by providing comments or suggestions relating to the navigational system, or waterway. Problems relating to the location of buoys, range lights, anchorages, repair response times, etc. in the Knapps Narrows East Channel, Tilgham Island Harbor, Knapps Narrows West Channel, Harris Creek, Sharps Island may addressed to:

Officer in Charge  
USCGC CHOCKBERRY(WLI 65304)  
810 Norris Harbor Drive  
Crisfield, MD 21817-1656  
Attn: BMC S. B. Hearn

Comments should be received before 1 August 1997

For more information concerning this WAMS project contact BMC S.B. Hearn at (410) 968-0971.

#### PROPOSED BRIDGE REGULATIONS FOR NEW JERSEY - GREAT EGG HARBOR INLET - SHIP CHANNEL - GREAT EGG HARBOR DAY

At the request of the New Jersey Department of Transportation, the Coast Guard is proposing to change the Regulation of the Route 52 (Ship Channel) Bridge across Great Egg Harbor Bay, Mile 0.5, between Somers Point and Ocean City, NJ. The Proposal being considered would require the Route 52 (Ships Channel) Bridge to open on signal except between Memorial Day and Labor Day From 8 AM to 8 PM., the draw need only open on the hour and half-hour. This proposed change is intended to synchronize requests for bridge openings with the nearby Route 52 (Beach Channel) Bridge and Further reduce the number of openings during the Summer Tourist season in order to curtail delays to vehicular traffic while still providing for the reasonable needs of navigation. This was published in the Federal Register on April 21, 1997, as a notice of proposed rule making.

Written comments on this proposed rule must be submitted on or before June 20, 1997. Comment may be mailed or hand delivered to the office of the: COMMANDER ATLANTIC AREA (AOWB), 431 CRAWFORD STREET, PORTSMOUTH, VIRGINIA 23704-5004. Copies of PUBLIC NOTICE 5-901 which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6629.

#### MARYLAND - VIRGINIA - NORTH CAROLINA - MARINE INFORMATION AND COASTAL WEATHER BROADCASTS

The Fifth Coast Guard District stations listed below announce all Broadcast Notice to Mariners (initial call-up) on 2182 KHZ (SSB) and/or 156.8 MHZ (channel 16 VHF-FM) and shift to 2670 KHZ (SSB) and/or 157.1 (channel 22 VHF-FM) where the complete broadcast text is read. These stations broadcast marine information and weather information upon receipt and on the following listed times and frequencies.

Station	Frequency	Time (in GMT)	Weather	Notice To Mariners
Coast Guard Group Cape May	Ch 22 2671.4(2670)khz	2303	1103 2303	yes yes yes yes
Coast Guard Group Philadelphia	Ch 22	0035	1235	no yes
Coast Guard Group Baltimore	Ch 22	0130	1205	no yes
Coast Guard Group Eastern Shore	Ch 22 2671.4(2670)khz	0200	1145 0233	no yes yes yes
Coast Guard Group Hampton Roads	Ch 22 2671.4(2670)khz	0230	1120 0203	no yes yes yes



[illegible]

05283	CHINCOTEAGUE IN LB 3	LT EXT	12211	0237ES	02/97
05325	CHINCOTEAGUE CH LT 12	TRLB/DEST	12211	0046ES	15/97
05395	CHINCOTEAGUE CH LT 28	TRLB	12210	0212ES	45/96
05405	CHINCOTEAGUE CH DBN 30	TRUB	12210	0176ES	39/96
05405	CHINCOTEAGUE CH DBN 30	DBN DEST	12210	0082ES	21/97
05880	VA INSIDE PASSAGE LT 85	DBN DEST	12210	0181ES	41/96
06170	VA INSIDE PASSAGE DBN 165	TRUB/DEST	12210	0025ES	06/97
06595	VA INSIDE PASSAGE LT 270	DBN DEST	12224	0171ES	39/96
07355	RAPPAHANNOCK SHL CH LT TIDE GAUGE	DBN DEST	12226	0205HR	
11/97					
08600	UP CHESAPEAKE CH RR LT	LT EXT	12273	0238BA	16/97
08915	SHAD BATTERY SHOAL RR LT	LT EXT	12274	0240BA	
16/97					
09200	BACK CK CH LB 32	LT EXT/OSPREY	12274	0275BA	
19/97					
09370	NORFOLK ENT REACH RF LT	EXT	12245	0191HR	
10/97					
09375	NORFOLK ENT REACH RR LT	EXT	12245	0191FM	
10/97					
09615	CRANEY IS WARN DBN B	DBN DEST	12245	1341HR	48/96
10415	BROAD BAY CH LT 17A	TRLB	12254	0722HR	32/95
10620	NAVAL BOAT CH DBN 3	TRUB	12245	0412HR	22/97
11055	BENNET CREEK DBN 3	DBN DMGD/DBN IMCH	12248	1425HR	
51/96					
12030	JAMESTOWN IS B 11	OFF STA	12248	0367HR	19/97
12180	CHICKAHOMINY RIV DBN 19	DBN DEST	12251	0747HR	27/96
12400	JAMES RIV CH LB 90	LT EXT	12251	0303HR	16/97
13475	YORK RIV ENT CH LGB 14	LT EXT	12238	0395HR	20/97
14395	NORTH RIV LT 6 (MOBJACK BAY)	EXT	12238	0253HR	
13/97					
15465	TOTUSKEY CK LT 3	LT EXT	12237	NONEHR	13/97
15465	TOTUSKEY CK LT 3	LT EXT/OSPREY	12237	0294HR	
16/97					
15605	HOSKINS CK RF LT	LT EXT	12237	0377HR	20/97
15640	RAPPAHANNOCK RIV LT 36	TRUB/OSPREY	12237	0352HR	
18/97					
16075	INDIAN CK ENT LT 2	DBN DEST	12235	0214HR	11/97
17120	ST PATRICK CK CH DBN 3	TRUB/DEST	12286	0228BA	16/97
17210	DUKEHARTS CH DBN 10	TRUB	12286	0812BA	29/96
17225	ST CATHERINE SD LWR ENT DBN 3L	TRUB	12286	0420BA	
10/96					
17235	ST CATHERINE SD LWR ENT DBN 6L	DBN DEST	12286	NONEBA	
10/97					
17245	ST CATHERINE SD LWR ENT DBN 9L	DBN DEST	12286	NONEBA	
10/97					
17320	WICOMICO RIVER LT 9W (POTOMAC RIV)	TRLB/DBN DEST	12286		
0182BA	11/97				
17950	UP POTOMAC RIV CH LB 23	OFF STA	12288	0167BA	10/97
18235	UP POTOMAC RIV CH LB 47	EXT	12289	0163BA	10/97
18580	UP POTOMAC RIV CH LB 84	EXT	12289	NONEBA	10/97
18685	FOUR MILE RUN DBN 6	TRUB/HAZ-TO-NAV	12289	NONEBA	
14/97					
18805	ST JEROME CK DBN 3	DBN DEST	12233	NONEES	07/97
20065	WHITEHALL CK ENT LT 2	DBN IMCH	12282	1035BA	
43/9620555	SPARROWS PT STEEL WRKS CH B 1	TRUB	12281		
0148BA	10/97				

21475	CAPE CHARLES CITY APP LT C	EXT	12224	NONEHR	
07/97					
21750	OCCOHANNOCK CK DBN 16	TRUB/DEST	12226	NONEES	
05/97					
21810	NANDUA CK CH DBN 13	TRUB	12226	0611HR	23/96
22220	DEEP CK CH LT 11 (POCOMOKE SOUND)	DBN DEST	12228	NONEES	
10/97					
22225	DEEP CK CH DBN 12 (POCOMOKE SOUND)	DBN DMGD/DBN IMCH	12228		
NONEES	10/97				
22320	GUILFORD CK DBN 7	TRUB	12228	0672BA	23/96
22350	MESSONGO CK DBN 4	TRUB	12228	NONEES	20/97
22545	POCOMOKE RIV CH LT 10	TRUB	12228	NONEBA	08/97
23005	RHODES PT GUT CH DBN 5	TRUB	12231	0280ES	33/94
23010	RHODES PT GUT CH DBN 7	TRUB	12231	0280ES	33/94
23560	UP THOROFARE CH LT 1	TRLB	12231	0414BA	10/96
23810	WICOMICO RIV CH DBN 21	TRUB	12230	0077BA	05/97
23825	WICOMICO RIV CH DBN 24	DBN DEST	12230	0026ES	04/97
23970	NANTICOKE RIV DBN 4	TRUB	12261	NONEES	29/96
24550	HONGA RIV CH LT 17	TRUB	12261	NONEBA	08/97
24590	TAR BAY CH LT 3	TRLB	12261	NONEBA	11/96
25430	TRED AVON RIV LT 4	LT EXT	12266	0198BA	13/97
26190	ST MICHAELS HBR DBN 3	DBN DMGD	12270	NONEBA	10/97
27405	FAIRLEE CK LB 2	OFF STA	12278	NONEBA	10/97
27525	ABERDEEN PROVING GR ENT RF LT	LT EXT	12204	NONEPRIV	
11/96					
27530	ABERDEEN PROVING GR ENT RR LT	LT EXT	12204	NONEPRIV	
11/96					
28005	OREGON IN LB 7	MISSING	12204	0090CH	11/97
28315	WALTER SLOUGH DBN 4	TRUB	12205	0039D5	08/96
28325	WALTER SLOUGH DBN 6	TRUB	12205	0039D5	08/96
28330	WALTER SLOUGH LT 7	DBN DEST	12205	0077CH	08/96
28455	WANCHESE CH DBN 4	TRUB	12205	0150CH	22/97
28575	ROANOKE SOUND CH DBN 32	DBN DMGD	12205	NONECH	
48/96					
28905	OCRACOCK IN LB 2	MISSING	11550	0106CH	12/97
29230	BARDEN IN DBN 20	TRUB/DEST	11545	0001FM	02/97
29350	BEAUFORT IN CH LB 8	OFF STA	11541	NONEFM	38/96
29365	BEAUFORT IN CH LB 12	OFF STA	11541	NONEFM	38/96
29375	BEAUFORT IN CH LB 14	OFF STA/LT CONT	11541	NONEFM	
38/96					
29380	BEAUFORT IN CH LGB 15	OFF STA	11541	NONEFM	38/96
29655	NEW RIV IN B 1	OFF STA	11542	NONEFM	20/97
29660	NEW RIV IN B 2	OFF STA	11542	NONEFM	20/97
29665	NEW RIV IN B 3	OFF STA	11541	0115FM	11/97
29670	NEW RIV IN B 4	OFF STA	11542	NONEFM	20/97
29700	NEW RIV IN B 8	OFF STA	11542	NONEFM	20/97
29710	NEW RIV IN B 9	OFF STA	11542	NONEFM	20/97
29745	NEW RIV CH DBN 15	TRUB	11542	0280FM	22/97
30318	CAPE FEAR RIVER CH LB 2	TRLB/DEST	11536	0022FM	03/97
30350	CAPE FEAR RIV CH LB 8	LT EXT	11537	NONEFM	38/96
30360	CAPE FEAR RIV CH LB 10	LT EXT	11537	0106FM	10/97
30360	CAPE FEAR RIV CH LB 10	BUOYDMGD	11537	NONEFM	38/96
30400	CAPE FEAR RIV CH LB 15	OFF STA	11537	NONEFM	37/96
30530	CAPE FEAR RIV CH LB 25	LT EXT	11537	0214FM	18/97
30590	SUNNY PT TERM JCT LT	TRLB/DEST	11537	0028FM	03/97
30650	CAPE FEAR RIV CH LB 29	LT EXT	11537	0285FM	28/96

30725	CAPE FEAR RIV CH LB 40	LT EXT	11537	0220FM	23/96
32070	LONG SHOAL LT LS	DBN DEST	11555	0556FM	48/96
32845	WILLOW PT SHL LT	LT EXT	11548	0209FM	18/97
32930	BELHAVEN CH LT 1	LT EXT	11548	NONEFM	18/97
33510	RACoon IS S DBN	DBN DEST	11552	0325CH	34/96
34025	NEUSE RIV CH DBN 29	DBN DEST	11552	NONEFM	39/96
34040	NEUSE RIV CH DBN 34	TRUB/DEST	11552	0229FM	19/97
34385	CORE SOUND LT 16	TRLB/DEST	11550	NONEFM	16/97
34395	CORE SOUND DBN 18A	DBN DEST	11550	NONEFM	39/96
34730	HARKERS IS W CH LT 1	TRLB	11545	0064FM	06/96
34855	RUSSELL SLOUGH CH LT 8	TRLB/OSPREY		11545 0246FM	
19/9735480	NEW JERSEY ICW LT 120	TRLB		12316 0023CM	
08/95					
36060	NEW JERSEY ICW DBN 278	TRUB	12316	0099CM	11/97
37010	COAST GUARD BASE DBN 1	DBN DEST	12206	NONECH	07/97
38415	CORE CK DBN 25	TRUB	11541	0258FM	22/97
38505	NEWPORT MARSHES DBN 36	TRUB		11541 0257FM	
22/97					
39020	BOGUE SOUND DBN 40A	TRUB	11541	0047FM	06/97
39040	BOGUE SOUND LT 45	TRLB/DEST	11541	0221FM	18/97
39860	NEW RIV/CAPE FEAR RIV DBN 170	DBN DMGD		11534 0533FM	
48/96					
40215	CAPE FEAR LITTLE RIV LT 44	TRUB	11534	NONEFM	22/97

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## DISCREPANCIES CORRECTED

LNR	Name of Aid	Status	Chart	BNM	LN
		affected		Ref.	M Ref.
00300	TURNERS LUMP LBB 2TL	RELIGHTED		12210	0081ES
21/97					
00390	NORTH CHESAPEAKE ENT LGB NCB	RELIGHTED			12200
0379HR	20/97				
00665	OCRACoke INLET ENTRANCE LWB OC	RESET ON STATION			11550
NONEHA	31/96				
00690	CAPE LOOKOUT SHLS LBB 4	WATCHING PROPERLY			11544
0369FM	35/96				
00705	CAPE LOOKOUT SHLS LB 8	RESET ON STATION		11544	NONEFM
37/96					
00755	CAMP LEJEUNE DANGER ZONE LB D	RESET ON STATION			11543
NONEFM	37/96				
00760	CAMP LEJEUNE DANGER ZONE LB E	RELIGHTED		11543	NONEFM
20/97					
00765	CAMP LEJEUNE DANGER ZONE LB F	RESET ON STATION			11543
NONEFM	37/96				
00775	CAMP LEJEUNE DANGER ZONE LB H	RESET ON STATION			11542
NONEFM	37/96				
00780	ONSLOW BAY WRK LB WR 2	RESET ON STATION			11520
FM0090	09/97				
00855	CAPE FEAR RIV DUMPING GROUND LB A	RESET ON STATION			11520
0457FM	44/96				

01710	MAURICE RIV LB 3	WATCHING PROPERLY	12304
0189CM	21/97		
04840	ISLE OF WIGHT BAY DBN 7	REBUILT/RECOVERED	12211
0074ES	19/79		
05000	SINEPUXENT BAY DBN 2	REBUILT/RECOVERED	12211
0096ES	26/96		
05015	SINEPUXENT BAY CH DBN 6	REBUILT/RECOVERED	12211
0070ES	19/97		
05485	CHINCOTEAGUE BAY DBN 19	WATCHING PROPERLY	12211
0015ES	05/97		
07440	CHESAPEAKE CH LBB 62	RELIGHTED	12225 NONEHR
20/97			
16075	INDIAN CK ENT LT 2	WATCHING PROPERLY	12235
0301HR	16/97		
30835	CAPE FEAR RIV CH LT 57	RESET ON STATION	11537 0200FM
17/97			
37560	G BRIDGE ALBEMARLE SD DBN 100	REBUILT/RECOVERED	12206
0034CH	05/97		
37770	G BRIDGE ALBEMARLE SD LT 159	REBUILT/RECOVERED	12206
0141CH	18/97		
38110	PUNGO RIV LT 8	REBUILT/RECOVERED	11548
0159FM	15/97		
38650	MONEY IS CH BY 1B	WATCHING PROPERLY	11541
NONEFM	02/97		
07375	CHESAPEAKE CH LB 52	RELIGHTED	12252 0306HR
16/97			

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KEY TO DISCREPANCY ABBREVIATIONS USED

AICWW=Atlantic Intracoastal Waterway	HBR=Harbor	OPS CONSTANT=Operates
Constantly		
ANCH=Anchorage	IALA=International Association of	PVT=Private
Aid		
APP=Approach	Lighthouse Authorities	RBN=Radiobeacon
ARTIC=Articulated Light	IMCH=Improper Characteristic	REDINT=Reduced
Intensity		
BKHD=Bulkhead	INOP=Inoperative	REMAINS=Structure or portions
remain in area		
BKWTR=Breakwater	JCT=Junction	RF=Range Front
BNM= Broadcast Notice to Mariners	LB=Lighted Buoy	RR=Range Rear
BS/NR=Bogue Sound/New River	LBB=Lighted Bell Buoy	RIV=River
BY=Buoy	LHB=Lighted Horn Buoy	S=South/southerly
CFR=Cape Fear River	LL=Light List	SHL=Shoal
CFR/LR=Cape Fear River/Little River	LNB=Large Navigational Buoy	SND=Sound
CH=Channel	LNLM=Local Notice to Mariners	TRLB=Temporary lighted buoy
CK=Creek	LT=Light	TRUB=Temporary lighted buoy
DBD=Dayboard	LWB=Lighted Whistle Buoy	TRLT=Temporary Light
DBN=Daybeacon	N=North/northerly	LGB=Lighted Gong Buoy
DEST=Destroyed	MSLD=Misleading	VIP=Virginia Inside Passage
EXT=Extinguished	NR/CFR=New River/Cape Fear River	WW=Waterway
F/S=Fog Signal	OFF STA=Off Station	WARN=Warning
GB/AS=Great Bridge to Albemarle Sound		

### III TEMPORARY CHANGES

The following aids have been temporarily changed from their advertised characteristics or positions. Their temporary positions can be obtained from Section IV of the Local Notice referenced in the right hand column.

### SUMMARY OF TEMPORARY CHANGES

LLNR	Name of Aids	Charts	LNLM	Temporary Status	affected	Ref.
-----	Wreck Buoy W BC	Established	12207	41/96		
-----	Mooring Buoy	Established	12221, 12222		23/96	
-----	Mooring Buoy	Established	12221, 12222, 12225, 12245			17/96
-----	Mooring Buoy	Established	12221		10/96	
-----	Barnegat Inlet Buoy 12A	Established (Shoaling)	12323, 12324		20/94	
-----	Mooring Buoy N1	Established	12323		22/96	
-----	Mooring Buoy N3	Established	12323		22/96	
-----	Mooring Buoy C1	Established	12323		22/96	
-----	Mooring Buoy C2	Established	12323		22/96	
-----	Mooring Buoy C3	Established	12323		22/96	
-----	Mooring Buoy C4	Established	12323		22/96	
-----	Mooring Buoy S1	Established	12323		22/96	
-----	Mooring Buoy S3	Established	12323		22/96	
505	Rudee Inlet Jetty LT 1	Changed to daybeacon			12200, 12205, 12207, 12221	
	10/96					
2490	Baker Range LT 2B	Changed to Buoy	12311	10/97		
4865	Isle of wight Bay DBN 12	Discontinued	12211		17/97	
5275	Chincoteague Inlet By 2 Relocated	12210, 12211	30/96			
5530	Virginia Inside Passage LT 2A	Discontinued	12210	49/96		
-----	Hoskins Creek Buoy 3	Established	12237		25/96	
-----	Little Annemessex River LB A	Established	12231		19/95	
-----	Hatteras Inlet Lighted Buoy 5A	Relocated (Shoaling)	11555	13/96		
-----	Hatteras Inlet Buoy 8A	Relocated (Shoaling)	11555	19/96		
-----	Hatteras Inlet Buoy 8B	Established (Shoaling)	11555	19/96		
-----	Hatteras Inlet Lighted Buoy 8C	Established (Shoaling)	11555	19/96		
-----	Teaches Hole Channel LB 27A	Established (Shoaling)	11550		31/94	
-----	Big Foot Slough 10A	Established (Shoaling)	11550	13/96		
28115	Oregon Inlet B 33	Discontinued	12204	22/97		
29250	Bardens Inlet	Discontinued	11545	17/97		
29465	Morehead City Ch LB 25	Relocated	11547		17/97	
29470	Morehead City Ch LB 26	Relocated	11547		17/97	
-----	New River Inlet B 3A	Established	11542	10/97		
-----	New River Inlet B 11B	Established	11542	47/96		
29745	New River Ch DBN 15	Discontinued	11542	17/97		
-----	New Topsail Inlet Buoy 8A	Established	11541	24/94		
-----	Old Topsail Inlet Buoy 7A	Established	11541	13/95		
-----	Bogue Inlet 10B	Relocated	11541	17/97		
-----	Bogue Inlet 18A	Relocated	11541, 11543	17/97		
-----	Masonboro Inlet B 8A	Established	11541	47/96		
-----	Carolina Beach Inlet Buoy 4A	Established	11534	26/95		
-----	Shallotte Inlet Buoy 3A	Established (Shoaling)	11534	16/95		
34780	Taylor Creek Chan Daybeacon 1	Changed to Danger Shl Dbn	11545		24/95	
34785	Taylor Creek Chan Daybeacon 1A	Changed to Danger Shl Dbn	11545		24/95	
-----	Taylor Creek Chan Buoy 1	Established	11545	24/95		
-----	Taylor Creek Chan Buoy 1A	Established	11545	24/95		
-----	NJICW Buoy 114A	Established(Shoaling)	12316		32/96	

## NEW TEMPORARY CHANGES

#### IV CHART CORRECTIONS

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (M).

11552 17<sup>th</sup> ed., 10/31/92 LAST LNM 20/97 NAD 83 22/97

NEUSE RIVER AND UPPER PART OF BAY RIVER  
(CGD05)

Add Neuse River DBN 50BB, TR, in  
35°08'42.3"N 077°40'05.4"W

Delete Taylor Creek Danger Shoal DBN, in  
34°42'19.9"N 076°37'03.0"W

12200 42<sup>nd</sup> ed., 09/24/94 LAST LNM 20/97 NAD 83 22/97  
CAPE MAY TO CAPE HATTERAS  
(CGD05)

Add black dotted lines, blue tint joining 38 39 52.8N 074 43 03.0W

to 38 40 00.0 N 074 44 48.0 W  
to 38 40 51.0 N 074 44 30.0 W  
to 38°40'45.0"N 074°42'45.0"W

and label: Obstn, Fish Haven, (asuth min 8 ¼ fms)

12204 33<sup>rd</sup> ed., 06/15/96 LAST LNM 19/97 NAD 83 22/97  
(TEMP) CURRITUCK BEACH LIGHT TO WIMBLE SHOALS  
(CGD05)

Delete Oregon Inlet Channel B 33 in  
36°46'07.0"N 076°34'44.0"W

12205 24<sup>th</sup> ed., 06/15/96 LAST LNM 20/97 NAD 83 22/97  
(TEMP) CAPE HENRY TO PAMLICO SOUND  
(CGD05)

Delete Oregon Inlet Channel B 33 in  
36°46'07.0"N 076°34'44.0"W

12214 39<sup>th</sup> ed., 02/17/96 LAST LNM 18/97 NAD 83 22/97  
CAPE MAY TO FENWICK ISLAND  
(NOS)

Add black dotted lines, blue tint joining 38 57 21.0 N 075 09 30.0 W

to 38 58 09.0 N 075 09 03.0 W  
to 38 58 12.0 N 075 10 06.0 W

and label: Obstn Fish Haven (auth min 15ft)  
(\*Note: Delete all soundings within the fish haven.)

black dotted lines, blue tint joining 38 51 42.0 N 075 07 42.0 W

to 38 51 48.0 N 075 09 42.0 W  
to 38 52 27.0 N 075 09 31.2 W  
to 38°52'24.0"N 075°07'24.6"W

and label: Obstn Fish Haven (auth min 15 ft)  
(\*Note: Delete all sounding within the fish haven.)

black dotted lines, blue tint joining 38 36 12.0 N 074 55 40.8 W

to 38 36 17.4 N 074 57 09.0 W  
to 38 37 06.0 N 074 56 48.0 W  
to 38°37'00.0"N 074°56'22.2"W



and label: Obstn. Fish Haven (auth min 50 ft)  
(\*Note: Delete all soundings within fish haven.)

black dotted lines, blue tint

joining 38 39 52.8 N 074 43 03.0 W

to 38 40 00.0 N 074 44 48.0 W  
to 38 40 51.0 N 074 44 30.0 W  
to 38°40'45.0"N 074°42'45.0"W

and label: Obstn Fish Haven (auth min 15 ft)  
(\*Note: Delete all soundings within fish haven.)

black dotted lines, blue tint

joining 38 56 36.0 N 075 08 00.0 W

to 38 56 21.0 N 075 08 06.0 W  
to 38 56 24.0 N 075 09 12.0 W  
to 38 56 54.0 N 075 08 49.2 W  
to 38°56'54.0"N 075°08'15.0"W

and label: Obstn Fish Haven (auth min 15 ft)  
(\*Note: Delete all soundings within fish haven.)

black dotted lines, blue tint

joining 38 39 58.2 N 074 59 18.0 W

to 38 40 03.0 N 075 00 42.0 W  
to 38 40 51.0 N 075 00 24.0 W  
to 38°40'48.0"N 074°58'54.0"W

and label: Obstn Fish Haven (auth min 50 ft)  
(\*Note: Delete all depths within fish haven.)

Delete Obstn, Fish Haven (auth min 50ft) centered in  
38°36'36.0"N 074°56'12.0"W

Fish Haven (dotted Circle) and legendd: Obstns centered in  
38°36'57.0"N 074°55'51.0"W

\*Note: Retain Wk (36 ft rep)

12216 25<sup>th</sup> ed., 06/15/96 LAST LNM 18/97 NAD 83  
CAPE HENLOPEN TO INDIAN RIVER INLET  
(NOS)

22/97

Add black dotted lines, blue tint

joining 38 40 00.0 N 074 59 59.0 W

to 38 40 03.0 N 075 00 42.0 W  
to 38 40 51.0 N 075 00 24.0 W  
to 38°40'50.0"N 074°59'59.0"W

and label: Obstn Fish Haven (auth min 50 ft)  
(\*NOTE: Delete all depth within fish haven.)

12221 67<sup>th</sup> ed., 03/29/97 LAST LNM 19/97 NAD 83  
CHESAPEAKE BAY ENTRANCE  
(CGD05)  
Change Mobjack Bay Channel B 5 to  
Mobjack Bay Channel B 5MB in  
37°17'00.0"N 076°18'20.0"W

22/97

12225 49<sup>th</sup> ed., 04/19/97 LAST LNM 16/97 NAD 83  
CHESAPEAKE BAY: WOLF TRAP TO SMITH POINT  
(NOS)

NEW EDITION

22/97

(New edition due to various general changes.)

Add purple dashed lines, blue tint, and label:  
Obstn Fish Haven (auth min 15ft)

Note: Delete all soundings and depth curves within fish haven.

joining 37°44'24.0"N 075°52'45.0"W

to	37°44'20.0"N 075°52'07.0"W
to	37°43'31.0"N 075°52'31.0"W
to	37°43'36.0"N 075°53'09.0"W

black dashed lines, blue tint, and label:

Obstn Fish Haven (auth min 15ft)

Note: Delete all soundings and depth curves within fish haven.

joining 37°44'24.0"N 075°52'45.0"W

to	37°44'20.0"N 075°52'07.0"W
to	37°43'31.0"N 075°52'31.0"W
to	37°43'36.0"N 075°53'09.0"W
(Supersedes LNM 15/97)	

Add black dashed lines, blue tint, and label: Obstn  
joining 37°48'21.0"N 076°08'48.0"W

to	37°47'33.0"N 076°09'14.0"W
to	37°47'29.0"N 076°08'35.0"W
to	37°48'16.0"N 076°08'09.0"W
*NOTE: Delete all soundings within fish haven.	

12238 34<sup>th</sup> ed., 01/21/95 LAST LNM 18/97 NAD 83  
CHESAPEAKE BAY: MOBJACK BAY AND YORK RIVER ENTRANCE  
(CGD05)

22/97

Change Mobjack Bay Channel B 5 to  
Mobjack Bay Channel B 5MB in  
37°17'00.0"N 076°18'20.0"W

12251 21<sup>st</sup> ed., 02/17/96 LAST LNM 19/97 NAD 83  
JAMES RIVER: JAMESTOWN ISLAND TO JORDAN POINT  
(CGD05)

NEW EDITION

22/97

(New edition due to various general changes.)

Add purple dashed lines and lable: Pipeline Area

from	37°23'22.0"N 077°23'11.0"W
to	37°23'25.4"N 077°22'58.7"W

and from 37°23'12.0"N 077°23'12.0"W

to	37°23'18.3"N 077°22'50.8"W
to	37°23'39.5"N 077°22'42.0"W

Changed depth legend to: 25 FT FOR LEFT HALF SEPT 1996 at  
37°18'29.0"N 077°15'47.0"W

Add Channel Tabulation Table from Enclosure 1.

12263 47<sup>th</sup> ed., 04/05/97 LAST LNM 18/97 NAD 83 NEW EDITION 22/97  
CHESAPEAKE BAY: COVE POINT TO SANDY POINT  
(NOS)  
(New edition due to various general changes.)

Add Black dotted line, blue tint, and label: Obstrn, Fish Haven  
joining 38°39'01.8"N 076°29'19.2"W  
and 38°38'39.0"N 076°29'10.8"W  
and 38°35'43.8"N 076°28'42.0"W  
and 38°35'21.0"N 076°28'45.0"W  
and 38°35'21.0"N 076°30'00.0"W  
and 38°39'01.8"N 076°30'00.0"W

and delete all soundings within the area.

Add SLAUGHTER CK DBN 9 to 38°29'41.2"N  
076°16'41.8"W  
(Supersedes LNM 11/97)  
PATUXENT RIVER LT 11, showing Q G, 4 NM in  
38°20'27.7"N 076°29'21.0"W  
Kent Island Narrows N App Lt 2K, showing FI QR  
38°59'12.7"N 076°14'46.5"W  
Kent Island Narrows N App Lt 3, showing FI G 4s  
38°59'01.7"N 076°14'36.1"W  
Kent Island Narrows N App Lt 4, showing FI R 4s  
38°59'01.0"N 076°14'37.5"W  
Kent Island Narrows N App Lt 5, showing FI QG  
38°58'49.9"N 076°14'27.3"W  
Kent Island Narrows N App Lt 8, showing FI R 2.5s  
38°58'45.1"N 076°14'30.8"W  
Kent Island Narrows N App Dbn 9 38°58'44.3"N  
076°14'29.7"W  
Kent Island Narrows N App Lt 6, showing Q R in 6ft MLW  
38°58'49.7"N 076°14'29.3"W

Delete PATUXENT RIV DBN 11 IN 38°20'24.4"N  
076°29'16.8"W  
Slaughter Creek Lt 9 in 38°29'40.0"N  
076°16'41.0"W  
(Supersedes LNM 11/97)

Relocate LITTLE CHOPTANK RIV LT 1 from  
(38°33'12.4"N, 76°19'16.8"W) to 38°33'13.6"N  
076°19'15.4"W  
SOLOMONS IS HBR JCT LT from  
(38°19'18.447"N, 76°27'10.826"W) to 38°19'19.8"N 076°27'14.2"W

**LITTLE CHOPTANK RIV LT 13 from**

(38°33'4"N, 76°13'28.8"W) to

38°33'00.3"N 076°13'06.1"W

**SLAUGHTER CK LT 2 from**

(38°30'18.0"N, 76°16'18.0"W) to

38°30'18.1"N 076°16'18.9"W

**SLAUGHTER CK DBN 3 from**

(38°30'13.0"N, 76°16'15.0"W) to

38°30'13.6"N 076°16'15.2"W

**SLAUGHTER CK LT 4 from**

(38°30'7.0"N, 76°16'14.0"W) to

38°30'07.9"N 076°16'14.8"W

**SLAUGHTER CK DBN 5 from**

(38°30'5.0"N, 76°16'10.0"W) to

38°30'04.9"N 076°16'12.1"W

**SLAUGHTER CK DBN 6 from**

(38°29'58.0"N, 76°16'21.0"W) to

38°29'59.5"N 076°16'21.9"W

**SLAUGHTER CK DBN 7 from**

(38°29'50.0"N, 76°16'24.0"W) to

38°29'52.4"N 076°16'27.1"W

**SLAUGHTER CK DBN 8 from**

(38°29'42.0"N, 76°16'42.0"W) to

38°29'42.9"N 076°16'43.5"W

**SLAUGHTER CK DBN 9 from**

(38°29'40.0"N, 76°16'41.0"W) to

38°29'41.2"N 076°16'41.8"W

**SLAUGHTER CK LT 10 from**

(38°29'4.6"N, 76°17'8.5"W) to  
076°17'07.5"W

38°29'06.9"N

Add                      SLAUGHTER CK DBN 9 to  
38°29'41.2"N 076°16'41.8"W  
(Supersedes LNM 11/97)

Change                      Matapeake N Breakwater LT 1 to  
Matapeake N Breakwater DBN 1, SG, in  
38°57'23.0"N 076°21'25.0"W  
Sandy Pt Lt 5 to Sandy Pt DBN 5, SG, in  
39°00'10.0"N 076°24'10.0"W

Delete   Brewer Creek Lt 2 in  
076°31'36.0"W

38°55'26.0"N

Change Sandy Pt Lt 5 to Sandy Pt DBN 5, SG, in  
39°00'40.0"N 076°24'10.0"W  
(Supersedes LNM 17/97)

Add (New edition due to various general changes.)

Add	black dotted lines, blue tint	joining	38 56 36.0 N 075 08
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	to	38 56 21.0 N 075 08 06.0 W
	to	38 56 24.0 N 075 09 12.0 W
	to	38 56 54.0 N 075 08 49.2 W
	to	38°56'54.0"N 075°08'15.0"W
and label: Obstn Fish Haven (auth min 15ft)		
(*Note: Delete all depths within fish haven.)		

to 38 51 48.0 N 075 09 42.0 W  
to 38 52 27.0 N 075 09 31.2 W  
to 38°52'24.0"N 075°07'24.6"W  
and label: Obstn Fish Haven (auth min 15 ft)

(\*Note: Delete all depth within fish haven.)

to 38 58 09.0 N 075 09 03.0 W  
to 38<sup>2</sup>58'12.0"N 075<sup>2</sup>10'06.0"W  
and label: Obstn Fish Haven (auth min 15 ft)  
(\*Note: Delet all depths within fish haven.)

Change depth legend to: 10 ½ FT MID 100 FT SEPT 1996 at  
40°04'58.0"N 074°51'22.0"W

[illegible]

## **V SEASONAL CHANGES TO AIDS TO NAVIGATION - NONE.**

## **VI ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION**

### **DE - APPROACHES TO DELAWARE BAY TRAFFIC SEPARATION SCHEME (TSS)**

On June 3, 1997 the Coast Guard will modify the Traffic Separation Scheme (TSS) in the Approaches to Delaware Bay. The TSS consists of a Precautionary Area, an Eastern approach, a Southeastern approach, and a Two-Way Route for coastal traffic entering and departing Delaware Bay. Navigation safety, economic and environment consideration necessitate action to better separate large inbound vessels from coastal traffic transiting easterly and northerly along traditional New Jersey coastal routes. See Monthly Edition 18/97, 06 May 1997; Enclosure 2 and 3 to see the future changes to the Traffic Separation Scheme. For further information contact LT Harvey at (757) 398-6285

Chart: 12214

LNM 09 (CG5) 04 MAR 1997

The following aids will be relocated to the following positions during the month of June 1997 in conjunction with the changes to the TSS:

105	Five Fathom Bank NW LGB 3FB	38°57'28.0"N 074°42'36.0"W
120	Five Fathom Bank LB F	38°46'49.0"N 074°34'32.0"W
125	Five Fathom Bank LB FA	38°46'49.0"N 074°44'14.0"W
130	Five Fathom Bank LB FB	38°46'51.0"N 074°55'35.0"W
1475	Delaware Bay N App LBB 2	38°48'19.0"N 074°55'18.0"W

The Whistle Sound Signal on the following aids will be discontinued during the month of June:

170	Delaware Traffic Lane LB DA	38°32'42.0"N 074°46'53.0"W
180	Delaware Traffic Lane LB DC	38°43'47.0"N 074°57'32.0"W

Chart: 12214, 12211, 12318 LNM 20 (CG5) 20 May 1997

## **MD - CHESAPEAKE BAY - CRAIGHILL CHANNEL - Range Outages**

The following fixed light structures will be replaced on the following dates:

8325	SWAN POINT NORTH FRONT	MAY 9 THRU JUNE 16, 1997
8330	SWAN POINT NORTH REAR	MAY 9 THRU JUNE 16, 1997
8350	SWAN POINT SOUTH FRONT	JUNE 12 THRU JULY 7, 1997
8355	SWAN POINT SOUTH REAR	JUNE 25 THRU JULY 20, 1997
7995	CRAIGHILL FRONT RANGE	JULY 10 THRU AUGUST 20, 1997

Chart: 12273

LNM 19 (CG5) 13 MAY 1997

## **VII PROPOSED CHANGES TO AIDS TO NAVIGATION - NONE**

## **VIII GENERAL**

### **REGATTAS**

The sponsor of a marine event must notify the Coast Guard if, (1) The event will involve more than 50 participating vessels or more than 200 spectator vessels; (2) The event will take place in or near a designated environmentally sensitive area (including a critical habitat of a threatened or endangered

species), or other area of historic, cultural, archeological significance, including an area of significance to Native Americans; (3) The event will involve participating vessel traveling at speeds of greater than 30 miles per hour, (4) The event will cause participating vessels or spectator vessels to cross a designate shipping lane or otherwise block or cause substantial interference with navigation on a body of water, (5) The event could present a substantial threat to the safety of human life on navigable waters; or (6) The sponsor is requesting the use of Coast Guard resources or the issuance of a special local regulation.

Marine events meet one or more of the above criteria will be held at the following location on the date designated below. Unless otherwise noted, special navigation regulations have not been issued. In the interest of safety, however, all vessels operating in or passing through these area should proceed with caution and are request to cooperate in not distruping these events. For more information about mariner events and special navigation regulations contact Boating Safety at 757-398-6204.

## **NORFOLK HARBOR, ELIZABETH RIVER, NORFOLK & PORTSMOUTH VA.**

Special Local Regulations (33CFR100.501) will be in effect at various times from June 06 - 08, 1997 for the Norfolk Harborfest Celebration waterborn events, which consist of boat races, parades, demonstration, and fireworks displays. Contact Coast Guard Group Hampton Roads at (757) 483-8521 for further details.

## **CHESAPEAKE BAY, SANDY POINT TO KENT ISLAND MD.**

Special Local Regulations (33CFR100.507) will be in effect from 8 AM - 2 PM on June 08, 1997 for the Great Chesapeake Bay Swim. Contact Coast Guard Activities Baltimore at (410) 576-2521 for further details.

## **NORFOLK HARBOR, ELIZABETH RIVER, NORFOLK & PORTSMOUTH VA.**

Special Local Regulations (33CFR100.501) will be in effect from 9 AM - 10:30 PM on July 04, 1997 for the Great American Picnic Fireworks. Contact Coast Guard Group Hampton Roads at (757) 483-8521 for further details.

For Special Local Regualations for Marine Events: Southern Branch Elizabeth River, Portsmouth VA see Enclosure 4.

For Special Local Regulations for Marine Events: Norfork Harbor, Elizabeth River, Norfolk and Portsmouth VA see Enclosure 5.

## ***DREDGING OPERATIONS***

The following is a list of dredging operations being conducted in the Fifth Coast Guard District. All operators should be aware that the dredge and pontoon lines are held in place by cables which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating pipes, derricks, operating wires and buoys to mark positions of anchors may be located in the vicinity of dredging operations and that aids to navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operations, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

LOCATION	COMPLETION DATE	DREDGE	REF	LN
NJ-NJICW-CAPE MAY TO BARNEGAT INLETT		01 OCT 97	14-97	
VA-CHES BAY ENT-N CHAN BRIDGE TRESTLE D		UNTIL FURTHER NOTICE	4600 crane	
barge 11-96				
VA-HAMPTON AND HERBERT'S CREEK	15 JUN 97	MOBRO 1003, JAX V	17-97	
VA TO SC STATE LINE, AICW UNTIL FURTHER NOTICE		WILM DIS CORPS OF ENG.	43-96	
NC-CAPE FEAR RIVER	UNTIL FURTHER NOTICE	ARLINGTON	03-97	
NC-MOREHEAD CITY, NC	30 JUN 1997	CHEROKEE	11-97	
NC-WILMINGTON, NC	10 JUN 1997	PADRE ISLAND	08-97	

# INFORMATION CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM.

For more information refer to the referenced Local Notice To Mariner or contact the Bridge Administration Office of the Fifth Coast Guard District

at 757-398-6222.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	LN
Knapps Narrows, Tilghman Is	F	Knapps Narrows	0.4	Bridge Construction	17-97
Avalon Blvd/Ingrams Thorofare	B	New Jersey ICW	98.2	Bridge Repairs	14-97
Route 36 Highlands, NJ	B	Shrewsbury River	1.8	Pier Removal	09-96
Route 147	B	Grassy Sound Chl	105.2	New Bridge Construction	28-94
Route 47	B	Grassy Sound Chl	108.9	Fender Reconstruction	31-94
I-295 Highway	F	Crosswicks Creek	0.0	Bridge Construction	02-95
Burlington-Bristol Bridge, NJ	SW	Delaware River	117.8	Bridge Repair	41-96
Tacony-Palmyra	B	Delaware River	107.2	Bridge Information	14-96
I-295 Highway	F	Rancocas Creek	8.0	Bridge Reconstruction	31-96
Lovell Pt.-Sparrows Pt. I-695	P	Bear Creek	1.3	Bridge Construction	09-95
Draw Channel, PA, NJ	F	Delaware River	90.6	Bridge Construction	06-96
Assateague Pedestrian, MD	F	Sinepuxent Bay	3.5	Bridge Construction	22-96
Ocean City Route 50, MD	SW	Sinepuxent Bay	0.5	Bridge Opening Diviation	29-96
Thomas J. Hatem, MD	F	Susquahanna River		Bridge Repairs	19-97
Millard E. Tydings, MD	F	Susquahanna River		Bridge Repairs	19-97



Central Light RailRoad, MD	F	Patapsco River	13.9	Bridge Construction	
21-96					
Md Route 436 SW		Severn River, Weems Ck	0.7	Bridge Construction	22-96
Main Street	DR	Wicomico River	22.4	Fender Repair	49-95
U.S. 50	DR	Wicomico River	22.4	Fender Repair	49-95
Lord Delaware Bridge, West Pt	F	York - Mattaponi Rivers	0.8	Cable Laying/Dredging	
45-96					
Chincoteague Is. Queens Sound	F	Chincoteague Island		Bridge Construction	
13-97					
Chincoteague Is. Queens Sound	F	Chincoteague Island		Bridge Construction	
09-97					
Chesapeake Bay Bridge Tunnel	F	Ches Bay Ent-North Chan		Bridge	
Construction					
33-96					
Chesapeake Bay Bridge Tunnel	F	Ches Bay Ent-North Chan		Bridge	
Construction					
43-96					
Fisherman's Inlet Bridge	F	Ches Bay Ent-Cape Charles		Bridge Construction	
33-96					
Hampton Rds Brdg Tnl I-664	F	Hampton Roads	0.0	Bridge Construction	
07-96					
Fishermans Inlet, VA		Fisherman's Inlet	0.0	New Bridge Construction	
01-95					
Nottoway River, Franklin VA	F	Nottoway River	2.8	Bridge Painting	15-97
Portsmth/Chesapk - Jordan Br	VL	Elizabeth R, S Br.	2.8	Bridge Information	40-95
Churchland Bridge, VA	F	Elizabeth R, W Br.	2.0	Bridge Information	13-95
I-64 High Rise Br-AICW	DR	Elizabeth R, S Br.	7.1	Bridge Information	45-96
U.S. 13-158	F	Chowan River		Bridge Repair	34-96
Route 10, Hopewell, VA	F	Appomattox River		Bridge Construction	27-96
Croatan Sound Dare County		Croatan Sound		Bridge Testing	13-96
Albemarle Sound-Chowan River		Chowan River	2.0	Bridge Construction	
19-96					
Nuese River		Neuse River		Bridge Construction	13-96
Nuese River		Neuse River		Bridge Construction	19-97
Hobucken-AICW	F	AICW		Bridge Construction	25-96
Morehead-Beaufort Bridge	F	AICW		Bridge Information	12-96
Pamlico River RR Bridge	F	Pamlico River		Bridge Information	42-95

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule,

E=East(Eastern), W=West(Western), S=South(Southern),N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad,

Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

## SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following is a list of general information articles still in effect for the Fifth Coast Guard District. Information Articles will be published once upon receipt and again in LNM 01 of each year. To obtain the article refer to LNM 01 of this year or the original article referenced in the LNM column.

LOCATION	OPERATION	CHART(S)	LN	MM
PA-NJ-DE- DELAWARE RIVER BRIDGESBURG CHANNEL 17/97	HAZNAV		12311, 12312	
PA-DELAWARE RIVER-NESHAMINY CREEK	HAZNAV	12314	34/96	
NJ-DE-DELAWARE RIVER-DELAWARE BAY	MISSING BARGE	12211	16/96	
NJ-CAPE MAY INLET TO LOWER TOWNSHIP 41/96	BEACH RE-NOURISHMENT		12311	
NJ-SHARK RIVER	HAZNAV	12311 12/97		
NJ-GREAT EGG HARBOR INLET	SHOALING	12318 19/96		
NJ-MANASQUAN TO ATLANTIC CITY ICW	SHOALING	12316 29/96		
NJ-GREAT EGG RIVER	HAZNAV	12318 20/97		
NJ-GREAT EGG HARBOR INLET	OIL BOOM	12318 23/96		
NJ-MAURICE RIVER	HAZNAV	12304 41/96		
NJ-MAURICE RIVER	HAZNAV	12304 38/96		
NJ-MAURICE RIVER	HAZNAV	12304 40/96		
NJ-ICW-SEA GIRT TO LITTLE EGG INLET 05/96	HAZNAV		12316, 12318, 12323	
NJ-GREAT EGG HARBOR	HAZNAV	12316, 12318 24/96		
NJ-CAPE MAY INLET EAST JETTY	HAZNAV	12214, 12317, 12318 34/96		
NJ-CAPE MAY HARBOR	HAZNAV	12316, 12318 25/96		
NJ-BROAD THOROFARE CHANNEL	SHOALING	12318 25/96		
NJ-GREAT EGG INLET	SHOALING	12318 05/96		
NJ-SEACOAST-OCEAN CITY	HAZNAV	12318 05/96		
NJ-ICW-LITTLE EGG HARBOR	SHOALING	12216 21/96		
NJ-CAPE MAY HARBOR	HAZNAV	12216 21/96		
NJ-ICW	SHOALING	12216 23/96		
NJ-DE-DELAWARE BAY (WEST SIDE)	HAZNAV	12304 20/97		
NJ-DE-REHOBOTH BAY	SHOALING	12216 19/96		
NJ-DE-DEL RIV-C&D CANAL	DOLPHIN REPAIR	12277 18/96		
DE-INDIAN RIVER INLET	SHOALING	12216 19/96		
DE-DELAWARE RIVER-REEDY IS RANGE	HAZNAV	12211 20/96		
DE-MAURICE RIVER	HAZNAV	12304 21/96		
MD-SEACOAST-OCEAN CITY INLET	CONSTRUCTION	12211 19/97		
MD-UPPER CHES BAY-ELK RIVER-BOHEMIA RIVER	HAZNAV		12273 19/96	
MD-UPPER CHES BAY-TURKEY POINT	HAZNAV	12273 23/96		
MD-UPPER CHES BAY-GUNPOWDER RIVER	HAZNAV	12274 27/96		
MD-UPPER CHES BAY-GUNPOWDER RIVER	HAZNAV	12274 42/96		
MD-UPPER CHES BAY	HAZNAV	12272, 12273 24/96		
MD-TANGIER SOUND TEDIOUS CREEK	JETTY CONSTRUCTION	12261 42/96		
MD-CHESAPEAKE BAY-BUSH AND GUNPOWDER RIVER	HAZNAV	12278 11/96		
MD-CHESAPEAKE BAY-SEVERN RIVER-ANNAPOLIS HBR 11/96	HAZNAV	12282, 12283		
MD-CHESAPEAKE BAY-HONGA RIVER-TAR BAY 51/95	HAZNAV		12230, 12261	
MD-ROCK HALL HARBOR	SHOALING	12278 34/96		
MD-SINEPUXENT BAY	SHOALING	12211 12/96		
MD-UPPER CHES BAY-UPPER CHES CH	HAZNAV	12273 10/96		
MD-UPPER CHES BAY-BAY BRIDGE TO C&D CANAL 12277 06/96	HAZNAV		12273, 12274,	
VA-SEACOAST-GREAT MACHIPONGO INLET	SHOALING	12210 29/96		
VA-SEACOAST-BLACKFISH BANK	HAZNAV	12210 27/96		

VA-SEACOAST-VIP	SHOALING	12210	43/96	
VA-SEACOAST-VIP	SHOALING	12210	20/97	
VA-SEACOAST-VIP	SHOALING	12210	20/97	
VA-QUINBY INLET	SHOALING	12210	20/97	
VA-SEACOAST-RAPPAHANNOCK RIVER	SHOALING	12237	43/96	
VA-SEACOAST-RAPPAHANNOCK RIVER	SHOALING	12237	43/96	
VA-SEACOAST-CHINCOTEAGUE CHANNEL	SHOALING	12211	16/97	
VA-SEACOAST-CHINCOTEAGUE CHANNEL	SHOALING	12211	19/97	
VA-SEACOAST-WACHAPREAGUE CHANNEL-FINNEY CK	HAZNAV			12210 41/96
VA-RUDEE INLET	WALL CONSTRUCTION	12205	52/96	
VA-RUDEE INLET	SHOALING	12205	19/97	
VA-HAMPTON ROADS AND VICINTIY OF FORT WOOL	HAZNAV			12222, 12245
18/97				
VA-CHES BAY ENTRANCE	HAZNAV	12253	08/96	
VA-CHES BAY-BELLS CREEK	HAZNAV	12235	38/96	
VA-CHES BAY-LYNNHAVEN INLET	HAZNAV	12254	33/96	
VA-CHES BAY-LYNNHAVEN RIVER	HAZNAV	12254	33/96	
VA-CHES BAY-WILLOUGHBY BAY	HAZNAV			12221, 12222, 12245
06/96				
VA-CHES BAY-KIPTOPEKE BEACH	HAZNAV			12222 43/96
VA-CHES BAY-YORK RIVER	HAZNAV	12241	06/96	
VA-CHES BAY-ENTRANCE-NORTH CHANNEL	BRIDGE CONSTRUCTION			12222
05/97				
VA-CHES BAY-JAMES RIVER	HAZNAV	12248	06/96	
VA-CHES BAY-JAMES RIVER	HAZNAV	12251	31/96	
VA-CHES BAY-LONG CREEK-BUBBA MARINIA	HAZNAV	12254	14/97	
VA-HAMPTON ROADS-VICINTIY OF FORT WOOL	HAZNAV			12222, 12245
17/97				
VA-JAMES RIVER-NEWPORT NEWS MARINE TERM PIER	PIER CONSTRUCTION			12245
13/97				
VA-NEWPORT NEWS	HAZNAV	12248	15/97	
VA-CHES BAY-CRANEY ISLAND	WHARF CONSTRUCTION			12245 41/96
VA-CHES BAY-ELIZABETH RIVER	DIVING	12253	23/96	
VA-CHES BAY-FISHERMANS IN., N. BAY BRIDGE	HAZNAV			12222, 12254 27/96
VA-CHES BAY-NANDUA CREEK	SHOALING	12226	23/96	
VA-CHES BAY-LONG CREEK	HAZNAV	12254	14/97	
VA-NORFOLK HARBOR-LONG CREEK CHANNEL	SHOALING			12253 20/96
VA-NORFOLK HARBOR REACH	HAZNAV	12245	24/96	
VA-CHES BAY-MOBACK BAY	HAZNAV	12238	19/96	
VA-CHES BAY-MOBACK BAY	HAZNAV	12238	27/96	
VA-ICW-WEST NECK CREEK	HAZNAV	12206	10/96	
VA-NC-SEACOAST	RESEARCH EXERCISE	12207	16/97	
NC-SEACOAST	ATON-HAZNAV	11520, 11009	38/96	
NC-APPROACHES TO CAPE FEAR RIVER	HYDROGRAPHIC SURVEY			11520, 11534, 11536, 15/97
NC-ICW-ALLIGATOR RIVER	HAZNAV	11553	12/96	
NC-AICW-CORE CREEK	HAZNAV	11541	43/96	
NC-NEW RIVER-SNOW CUT CHNL	SHOALING	11554	39/96	
NC-ICW-NEW RIVER TO BEAUFORT INLET	HAZNAV	11541	38/96	
NC-ALBEMARLE SOUND-PASQUOTANKE RIVER	HAZNAV	12206	41/96	
NC-PAMLICO SOUND/NEUSE RIVER	HAZNAV	11541, 11544	41/96	
NC-OREGON INLET-WALTER SLOUGH	SHOALING	12205	19/96	
NC-HATTERAS INLET	SHOALING	11555	06/97	
NC-HATTERAS INLET	SHOALING	11555	19/96	
NC-HATTERAS INLET	HAZNAV	11555	05/96	
NC-NEUSE RIVER-WRIGHTSVILLE CHANNEL	SHOALING	11541	06/97	

NC-HATTERAS INLET-ROLLINSON CHANNEL	SHOALING	11555	19/96
NC-OCRACOCK INLET-TEACHES HOLE CHANNEL	SHOALING	11550	19/96
NC-TEACHES HOLE CHANNEL	SHOALING	11550	15/97
NC-ALBEMARLE SOUND-AICW	HAZNAV	11553, 12205	07/96
NC-ALBEMARLE SOUND-AICW	HAZNAV	11553, 12205	07/96
NC-ALBEMARLE SOUND-	HAZNAV	12206	15/96
NC-ALBEMARLE SOUND-ROANOKE RIVER	HAZNAV	12205	05/96
NC-OREGON INLET-DARE COUNTY	HAZNAV	12204, 12205	10/96
NC-OREGON INLET-	SHOALING	12204	29/96
NC-AICW-CORE CREEK	SHOALING	11542	10/97
NC-AICW-NEW RIVER	SHOALING	11542	11/97
NC-NEUSE RIVER-ORIENTAL HARBOR	HAZNAV	11542	25/96
NC-MASONBORO INLET-WRIGHTSVILLE BEACH	JETTY REHABILITATION		11541
21/96			
NC-ALLIGATOR RIVER-AICW	HAZNAV	11541	09/96
NC-HATTERAS INLET	SHOALING	11555	12/96
NC-PUNGO RIVER-TOOLLEY CREEK	HAZNAV	11548	14/97
NC-PAMLICO RIVER	HAZNAV	11554	23/96
NC-BARDEN INLET	SHOALING	11550	15/96
NC-OCRACOCK INLET	SHOALING	11550	05/96
NC-OCRACOCK INLET-TEACHES HOLE CHANNEL	SHOALING	11550	16/96
NC-BOGUE INLET	SHOALING	11541	26/96
NC-MASONBORO INLET	SHOALING	11541	52/96
NC-NEW TOPSAIL INLET	SHOALING	11541	26/96
NC-OLD TOPSAIL INLET	SHOALING	11541	03/97
NC-SHALLOTTE INLET	SHOALING	11534	26/96
NC-SHALLOTTE INLET	SHOALING	11534	52/96
NC-CAPE FEAR RIVER-LITTLE RIVER	SHOALING	11534	19/97
NC-CAPE FEAR RIVER/LITTLE RIVER	SHOALING	11534	43/96
NC-NEUSE RIVER	SHOALING	11552	19/97
NC-TAR RIVER	BARGES	11555	15/97

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## ARTICLES

### NJ - DE - SEACOAST -Sonobuoy Operations

Mariners are advised that sonobuoy operations will be conducted during daylight hours in the area bounded by the following points:

38°36'00"N 075°00'00"W  
 38°45'00"N 074°53'00"W  
 38°45'00"N 074°20'00"W  
 38°00'00"N 073°05'00"W  
 38°00'00"N 075°11'00"W

These operations involve aircraft dropping objects at low altitudes. Mariners should exercise extreme caution when transiting the area.

Chart: 12200, 12214 LNM 21 (CG5) 23 MAY 1995

## **NJ - MANASQUAN INLET - WATSON CREEK - STOCKTON LAKE BROOK - INSTALLATION**

In early June, 1997 fiber optic telecommunication cable installation will commence at the Railroad Culvert Bridge across Stockton Lake Brook, at Mile 0.2, in Sea Girt, NJ. The cable will be trenched above the bridge structure causing no reduction in the vertical clearance. This work is expected to be completed by late September, 1997. Mariners are urged to transit the area with caution.

Chart: 12324 LNM 22 (CG5) 03 JUN 1997

## **MD - CHESAPEAKE BAY - KNAPPS NARROWS - Bridge Information**

The operating schedule for the drawbridge across Knapps Narrows, Mile 0.4, at Tilghman Island, MD, is being temporarily amended due to pile driving for the construction of the new bridge adjacent to the existing bridge. The existing bridge will open every 15 minutes for the passage of vessels, Monday through Friday, 24 hours a day until further notice. The bridge will open on demand during the weekends. Mariners are urged to use extreme caution when transiting through this area.

Chart: 11534 LNM 22 (CG5) 03 JUN 1997

VA - SEACOAST/THIMBLE SHOAL CHANNEL - Low Altitude Helicopter Operations:

Mariners are advised that helicopter mine countermeasures (AMCM) operations will be conducted during daylight hours in the area bounded by the following points:

SEACOAST	THIMBLE SHOAL CHNL
37-00-00"N 75-55-00"W	37-00-27"N 76-12-46"W
37-30-00"N 75-34-00"W	37-01-23"N 76-12-24"W
37-30-00"N 75-30-00"W	37-00-09"N 76-07-38"W
37-00-00"N 75-30-00"W	36-59-12"N 76-08-01"W

36-55-00"N 75-55-00"W  
36-55-00"N 75-30-00"W  
36-30-00"N 75-30-00"W  
36-30-00"N 75-47-00"W

CHESAPEAKE ENT	SMITH ISLAND SHOAL
36-54-51"N 75-47-17"W	37-06-42"N 75-44-54"W
36-52-09"N 75-43-39"W	37-04-42"N 75-38-36"W
36-54-09"N 75-48-07"W	37-03-43"N 75-44-54"W
36-51-26"N 75-44-30"W	37-02-43"N 75-38-36"W

36-58-24"N 75-44-24"W	37-03-42"N 75-44-54"W
36-59-01"N 75-43-26"W	37-03-42"N 75-38-36"W
36-53-09"N 75-36-36"W	37-01-43"N 75-44-54"W
36-52-23"N 75-37-34"W	37-01-43"N 75-38-36"W

36-57-15"N 75-45-31"W	37-05-24"N 75-42-14"W
36-56-45"N 75-44-28"W	37-05-24"N 75-39-46"W
36-52-03"N 75-49-17"W	37-01-30"N 75-42-14"W
36-51-26"N 75-48-12"W	37-01-30"N 75-39-46"W

36-52-59"N 75-50-12"W  
36-52-28"N 75-49-09"W  
36-55-00"N 75-47-10"W  
36-55-32"N 75-48-13"W

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Chart:12200,12205,12221,12222,12254 LNM 21 (CG5) 23 MAY 1995

## **VA - CHESAPEAKE BAY BRIDGE TUNNEL HazNav**

The PCL Hardaway/Interbeton Company will be conducting construction on the southern side of the North Channel opening of the Chesapeake Bay Bridge Tunnel in approximate position 37-02.4N 076-04.3W. Mariners are urged to transit the area with caution.

Chart: 12222 LNM 15 (CG5) 15 APR 1997

VA - CHESAPEAKE BAY BRIDGE TUNNEL - Hazards to Navigation Update MAY 6, 1997.

Sea and weather conditions permitting, the IB909 is scheduled to conduct steel erection at the North Channel bridge section of the Chesapeake Bay Bridge Tunnel. Structure and equipment could present a hazard to navigation. Mariners must navigate the channel with extreme caution. Unnecessary transiting of the area should be avoided. The contractor maintains radio watch on channels 16 and 67. VHF-FM

The following Marine Construction activities are ongoing at the tunnel:

- I. The Crane Barge 4600 is placing scour protection at Portal Island I.
- II. The Crane Barge 247 and the Crane Barge Mobro are working in the vicinity of the North Channel area constructing foundations, columns and caps for the new bridge.
- III. The elevated work platform IB909 is driving piles, caps and deck units at Trestle A and steel erection at North Channel.
- IV. Three temporary mooring piles have been driven at Trestle "A" at the following location:  
37°05'37.2N 75°59'38.3"W affixed with a 360° flashing yellow light
- VII. *Rig and the Crane Barge Coen is constructing a fender system in Fishermans Inlet.*
- VIII. *The Crane Barge GEORGE JOHNSON is placing piles at Nine Foot Shoal.*

IX. *The Crane Barge PIPELINE is cutting pile at Trestle "C". The elevated platform WEEKS 750 is doing bridge work at Trestle "C".*

The PCL/HARDAWAY/INTERBETON COMPANY has removed the seven mooring piles in the North Channel area West of the Chesapeake Bay Bridge Tunnel.

New piles have been placed in the following locations and are lighted with a 360° flashing yellow light. The approximate position of the new mooring piles are:

37°02'34.0N 076°03'20.0"W 36°55'32.0N 076°07'17.5"W  
37°03'16.0N 076°02'32.0"W 37°03'09.0N 076°03'02.0"W

Mariners should be aware that all work is being performed on the West side of the existing Chesapeake Bay Bridge Tunnel. Floating equipment is secured by a six-point anchoring system with anchor cables extending up to 2000 feet in all directions from the equipment. Equipment is moved as necessary to structures and cables present extreme hazards to navigation. Mariners should avoid the construction zone if possible. Mariners should use extreme caution when transiting the area. Hazards to navigation are identified by 360 flashing yellow lights.

Chart: 12222 LNM 19 (CG5) 13 MAY 1997

### **VA - RUDEE INLET - Shoaling and Dredging**

The City of Virginia Beach reports that Rudee Inlet has been dredged to a depth of 10 feet MLW based on soundings completed by the City of Virginia Beach. The RUDEE II is presently on location 24 hours a day Monday through Friday. Mariners are urged to transit the area with caution and stay clear of the Dredge, Barges and Assist vessels. The Dredge will be standing by on VHF-FM channel 16.

Chart: 12205 LNM 19 (CG5) 13 MAY 1997

### **VA - APPOMATTOX RIVER- Bridge Information**

Tidewater construction, contractors for the new bridge across the Appomattox River, Mile 1.1, Hopewell, VA., will be working in the main channel placing steel beams in the waterway during the weekdays beginning at 7 AM on June 2 and ending at 7 PM on June 6 and beginning again at 7 AM on June 9 and ending at 7 PM on June 13. The channel will be clear of all obstructions during the weekend. However, during the weekday there will be barges with lights on each corner anchored in the channel. Mariners are urged to transit the area with extreme caution while transiting the area during this two week period.

Chart: 12324 LNM 22 (CG5) 03 JUN 1997

### **NC - TRENT RIVER -HazNav**

Two private pilings established in the navigable channel between Trent River LT 56 (LLNR 34265) and Trent River DBN 6 (LLNR 34270) are causing a hazard to navigation. Pilings are 10 yards off of a private pier in 14 feet MLW.

Chart: 11552 LNM 22 (CG5) 03 JUN 1997

### **NC - LOCKWOODS FOLLY INLET -HazNav**

A hazard to navigation has been reported in the vicinity of Lockwoods Folly Inlet B 10 (LLNR 40175) and Cape Fear River/Little River B 47 (LLNR 40225). The obstruction was found to be a 60-70 foot dredge pipe approximately 10 feet in diameter. The pipe is only visible at MLW with 4 feet of pipe above the water's edge. Mariners are urged to transit the area with extreme caution.

Chart: 11534 LNM 22 (CG5) 03 JUN 1997

Shoaling to a depth of 4 feet has been reported in the vicinity of Oregon Inlet Channel B 32 (LLNR 28110) and Oregon Inlet Channel B 35 (LLNR 28125) on the green side of the channel. Mariners are advised to exercise extreme caution when transiting the area.

Chart: 12204 LNM 22 (CG5) 03 JUN 1997

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the following periods:

7:30 AM to 8:00 PM 11 - 13 JUN 97.

All navigation is urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz). The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Charts: 11542, 11543

(\*) indicates change(s) in column indicated

(1) No.	(2) Name and location	(3)	(4)	(5) Position	(6)	(7) Characteristic	(8) Height	Range	Structure
Remarks									
• 14065 22/97	- Buoy 5 MB					Green can.			
34126 *	- Daybeacon 50BB *	*		*	*	*	*	TR on pile. 22/97	



34873 - Daybeacon 6A

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TR on pile.

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22/97

***R. T. RUFE***

VICE ADMIRAL, U. S. COAST GUARD

***X ENCLOSURES***

1. 1997 Public Boating Courses.
2. 33 CFR part 167 proposed changes in Positions of Traffic Separation Scheme.
3. Advance Notice of Delaware Bay Traffic Separation Scheme Changes.
4. Special Regulations for Marine Events: Southern Branch Elizabeth River, Portsmouth, VA.
5. Special Regulations for Marine Events: Norfolk Hbr, Elizabeth River, Norfolk and Portsmouth, VA.
6. Cost of Non-Compliance